



MEMORANDUM

TO: Mayor and Council

CC: Marc A. Ott, City Manager
Robert Goode, P.E., Assistant City Manager
Greg Guernsey, Director, Planning and Zoning Department
Arthur Acevedo, Chief of Police, Austin Police Department
Shannon Jones, Director, Health and Human Services Department
Howard Lazarus, Director, Public Works Department
Rhonda Mae Kerr, Fire Chief

FROM: Robert Spillar, P.E., Director, Austin Transportation Department 

DATE: May 18th, 2016

SUBJECT: **CIUR 1481: Vision Zero Safety Initiative (Resolution 20141120-103)**
MOBILITY COMMITTEE RESPONSES

The following are responses to questions posed at the Mobility Committee of Council on May 9th, 2016 regarding the draft Vision Zero Action Plan prepared per Resolution 20141120-103.

Background

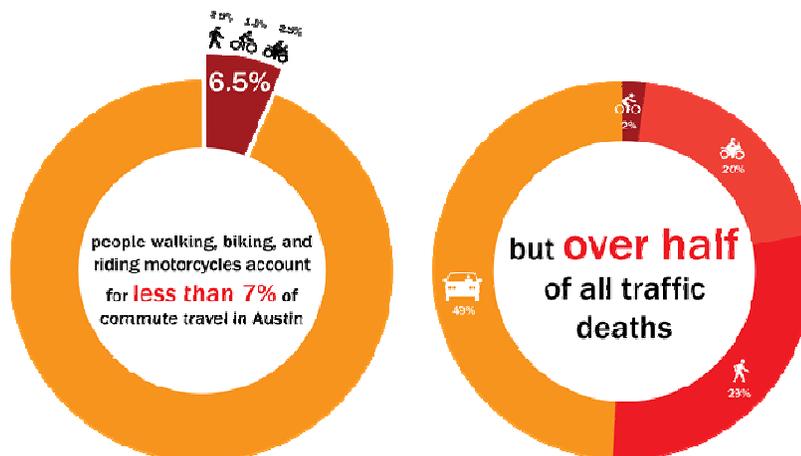
Vision Zero refers to a traffic safety concept that aims to reduce fatalities and serious injuries on roadways to zero. On November 11th, 2014 the Austin City Council passed Resolution 20141120-103 which called for the City Manager to create a Vision Zero Task Force to study this policy and to produce a report, along with any recommendations, to the Council. On October 1st, 2015, the Austin City Council approved an amendment to the Imagine Austin Comprehensive Plan to add a new Vision Zero policy (LUT P45) and a new action (LUT A47) to establish an ongoing Vision Zero Task Force to develop a Vision Zero Action Plan.

Questions from Mobility Committee

1) *Identify which short, medium and long term actions that may be implemented using existing resources and partnerships and which will require additional resources:*

- a. Evaluation Actions:
 - i. All actions (1-10) will require formation of a Vision Zero program, estimated at \$350,000 annually in personnel costs.
- b. Enforcement Actions:
 - i. Action 12-13 related to the targeting enforcement where it is needed most will require approximately \$3.4M in additional ongoing Austin Police Department (APD) personnel costs and \$1,246,005 in one time equipment and materials costs for APD.
 - ii. Actions 14-19 related to increasing the capacity of enforcement and prosecution are either in conceptual development or underway using existing resources.
- c. Engineering Actions:
 - i. Action 21 related to updates to the Transportation Criterial Manual (TCM) and Action 27 related to leveraging state and federal grant funds are currently underway using existing resources.
 - ii. Five more top crash prone major intersections can be improved for about \$5M.

- d. Education Actions:
 - i. Actions 29, 32, 33, 36, 40-43 related to integrating safety into existing educational initiatives are possible using staff support from the Vision Zero program, estimated at \$350,000 in ongoing annual personnel costs. Action 28, 30, 34, 35, 37-39 related to a comprehensive, citywide Vision Zero public education campaign require an estimated \$1M a year for full implementation.
 - ii. Action 31 will be led and resourced by Capital Metro.
 - e. Policy Actions:
 - i. All policy related actions (44-60) can be initiated using existing resources. Most are exploratory in nature, requiring further research prior to implementation.
- 2) *Call out recommendations that relate to Driving Under the Influence (DUI)/Driving While Intoxicated (DWI):*
- a. Arguably, all the actions in the draft plan in some form relate to DUI/DWI as intoxication is associated with a majority of fatal and serious injury crashes. Specifically, Enforcement Action 12 seeks to fund an expansion of the APD’s DWI Unit. Actions 39, 54 and 55 draw upon public health research to identify best-practices in addressing the root causes of DUI/DWI.
- 3) *Break down the percentage of motorcycle, pedestrian and bicycle travel:*
- a. Motorcycle – 2.5% and 20% of all fatalities in 2015
 - b. Pedestrian – 2.5% and 30% of all fatalities in 2015
 - c. Bicycle – 1.5% and 2% of all fatalities in 2015



- 4) *Update from Austin Police Department on anticipated timeline to decide on new cite and release policy:* This information will be provided by Police Chief Art Acevedo once available.
- 5) *An analysis of the overlap between impaired drivers and drivers without a license or a suspended license:*

AUSTIN POLICE DEPARTMENT DATA DISCLAIMER

Fatality data is continuously being updated due to on-going investigations and may change. Number of impaired drivers includes those cases where toxicology results are pending but impairment is suspected. If the information provided is used outside the department, please note that the Austin Police Department cannot assume any liability for any decision(s) made or action

taken or not taken by the recipient in reliance upon any information or data provided.

| 2016* | | |
|-----------------|-----------------------|-------------------|
| # of fatalities | # of impaired drivers | License Type |
| 2 | 2 | no license |
| 0 | 0 | suspended license |

| 2015 | | |
|-----------------|-----------------------|-------------------|
| # of fatalities | # of impaired drivers | License Type |
| 20 | 18 | no license |
| 9 | 6 | suspended license |

| 2014 | | |
|-----------------|-----------------------|-------------------|
| # of fatalities | # of impaired drivers | License Type |
| 8 | 4 | no license |
| 5 | 5 | suspended license |

**through May 15, 2016*

6) *Clarify the Approach to Addressing Speed in the Action Plan:*

- a. Speed is a major contributing factor to fatal and serious injury crashes. The Vision Zero Action Plan calls for addressing speed through street design as well as policy change. Engineering Actions 20, 22 and 25 focus engineering resources on designing streets for safer speeds. Policy Action 49 seeks to lower default speed limits congruent with research on speed and best practices. State law defines how speeds limits are set. Policy implementation in this case will require state legislative action. These actions must be pursued from a systems approach which considers the function of each street within the entire context of the transportation system. Efforts to improve safety must be concurrently pursued with efforts to relieve congestion, as benefits to safety and mobility will result in the strongest and most resilient transportation system for the traveling public.